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**1988-1998 CHEVY C1500 2 WHEEL DRIVE  
FTS1588-7 4" LIFT SPINDLES**

**PARTS LIST:**

- 1 EA. LIFT SPINDLE PASS. SIDE FT1588-7P**
- 1 EA. LIFT SPINDLE DRIVER'S SIDE FT1588-7D**
- 6 EA. COTTER PINS**
- 6 EA. 4" CABLE TIES**
- 2 EA. BRAKELINE MOUNTS FT1588-7-1**
- 2 EA. ¼" X 1" BOLTS**
- 4 EA. ¼" FLAT WASHERS**
- 2 EA. ¼" NYLOCK NUTS**

**TOOL LIST: (NOT INCLUDED)**

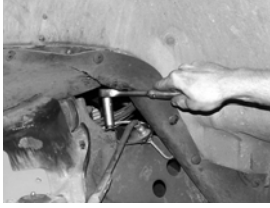
- FLOOR JACK AND JACK STANDS**
- ASSORTED METRIC AND S.A.E SOCKETS, & ALLEN WRENCHES**

**READ ALL INSTRUCTIONS THOROUGHLY FROM START TO FINISH BEFORE BEGINNING INSTALLATION! IF THESE INSTRUCTIONS ARE NOT PROPERLY FOLLOWED, SEVERE FRAME, SUSPENSION AND TIRE DAMAGE MAY RESULT TO THE VEHICLE.**

**INSTRUCTIONS:**

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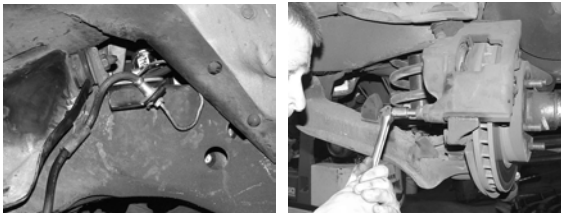
1. Jack up the front end of the truck and support the frame rails with jack stands. **NEVER WORK UNDER AN UNSUPPORTED VEHICLE!**



2. Starting on the passenger's side, remove the front tire. Remove the 2 bolts securing the brake line tab to the upper control arm (UCA). Remove the bolt securing the brake line mount to the top of the frame rail.



3. Attach the brake line relocation tab to the top of the frame rail using the original bolt, only hand tighten. Using the supplied 1/4" bolt, flat washers and lock nut, attach the brake line to the relocating tab. You may have to slightly bend the factory hard line. **MAKE ONLY SLIGHT BENDS, DO NOT KINK THE BRAKE LINE.**

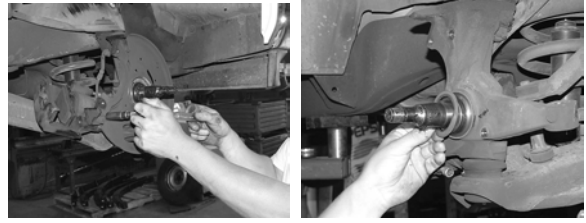


4. Position the brake line as shown above and tighten the 2 bolts. Lubricate the brake line with some light oil and pull the extra slack down toward the brake caliper. Remove the 2 bolts securing the brake caliper to the spindle, slide the caliper off the spindle and tie it up against the frame rail. **DO NOT LET THE CALIPER HANG FROM THE BRAKE LINE!**



5. Remove the nut securing the tie rod end to the spindle. Use a ball joint puller to separate the tie rod end from the spindle. Remove the dust cap from the rotor, remove the cotter pin and castle nut from the axle and

slide the rotor off the spindle. Keep the wheel bearings inside the rotor and set everything aside.



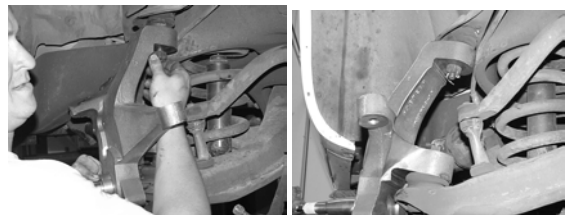
6. Remove the three bolts securing the dust shield to the spindle and set the shield aside. Remove the rubber ring from the spindle and set this aside with the dust shield, they will be reinstalled later.



7. If you do not have the factory shock still installed on the truck, support the lower control arm (LCA) with a floor jack. Remove the cotter pins from the upper and lower ball joints. Remove the castle nuts securing the upper and lower ball joints to the spindle. Use a ball joint puller to separate the spindle from the ball joints and set the spindle assembly aside.



8. Grind the heads off the rivets securing the steering stop to the backside of the LCA. Using a punch or air chisel, remove the rivets and steering stop from the LCA.

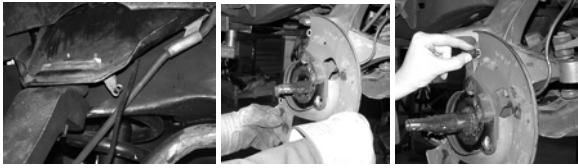


9. Take the passenger side lift spindle and place it on the lower ball joint. Raise the upper control arm and insert the upper ball joint into the top of the spindle. Reinstall the original castle nuts and torque to factory specs. Insert new cotter pins in each of the castle nuts.

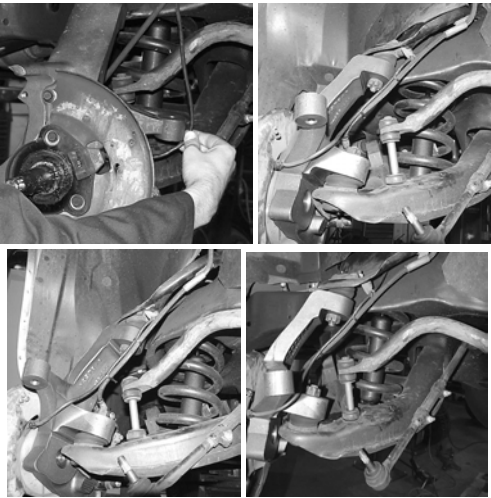


10. If you have front ABS, skip to step 11. Slide the rubber ring onto the lift spindle. Follow this with the

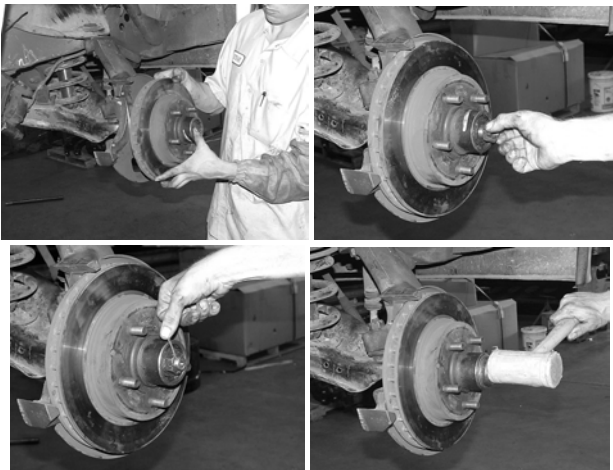
dust shield and reinstall the original 3 bolts. Skip to step 13.



11. Separate the ABS sensor wire from the retaining clip on the upper ball joint. Slide the rubber ring onto the lift spindle, followed by the dust cover and ABS sensor. Reinstall the three original bolts.



12. Slide the ABS sensor wire behind the steering arm. Route the wire along the rubber brake line and place it back in the retaining clip on the upper ball joint. Using the supplied cable ties, attach the wire to the brake line. Tighten the retaining clip on the upper ball joint, do not crimp the wire.



13. If the front wheel bearings need to be replaced or repacked, do it at this time. Place some grease on the spindle and slide the rotor back on. Tighten the

original castle nut just enough to remove any free play from the rotor and still allow it to rotate freely. Insert the cotter pin retainer and one of the new cotter pins. Tap the dust cap back in place using a rubber mallet.



14. Slide the brake caliper onto the lift spindle. Make sure the brake pads are properly seated on the caliper. Thread the caliper bolts into the spindle and torque to factory specs. Bend brake line up above castle nut.



15. Attach the tie rod end to the spindle and retorque the original nut to factory specs.
16. Repeat steps two through fifteen on the opposite side of the truck.
17. With both sides of the truck completely finished and the truck still off the ground, cycle the steering left to right from stop to stop. Make sure there is plenty of clearance between the ABS line and all other components.
18. Reinstall the tires onto the truck and torque the lugs to factory specifications, which can be found in the owners manual. Set the truck back on the ground and cycle the steering left to right from stop to stop. Make sure there is plenty of clearance between the ABS line and all other components.
19. Drive the truck for several miles and recheck all clearances. Also check for any play in the front wheel bearings.

**RETORQUE ALL NUTS, BOLTS AND LUGS AFTER 50 MILES AND PERIODICALLY THEREAFTER.**

For technical assistance call: 714-990-8850

Fabtech Motorsports Suspension Products

Fabtech Motorsports warrants to the original retail purchaser who owns the vehicle on which the product was originally installed. Fabtech Motorsports does not warrant the product for finish, alterations, modifications and/or installation contrary to Fabtech Motorsports' instructions. Fabtech Motorsports suspension products are not designed nor intended to be installed on vehicles used in race applications or for racing purposes or for similar activities. (A "RACE" is defined as any contest between two or more vehicles, or any contest of one or more vehicle against the clock, whether or not such contest is for a prize). This warranty does not include coverage for police or taxi vehicles, race vehicles, or vehicles used for government or commercial purposes. Also excluded from this warranty are sales outside of the United States of America. Fabtech suspension products that increase the vehicle's ride height may greatly increase the risk of vehicle roll over. Vehicles should be operated in a safe manner at all times as not to cause a roll over or an accident resulting in injury or death. Fabtech Motorsports' obligation under this warranty is limited to the repair or replacement, at Fabtech Motorsports option of the defective product. Any and all costs of removal, installation or re-installation, freight charges, incidental or consequential damages are expressly excluded from this warranty. This warranty is expressly in lieu of all other warranties expressed or implied. This warranty shall not apply to any product that has been subject to accident, negligence, alteration, abuse or misuse. Fabtech Motorsports does not warrant products not manufactured by Fabtech Motorsports. Please see Fabtech's Jobber Price Sheet for additional conditions and warnings.

Instruction Sheet Part #- FT1588-7i

04/01/02